



# DRIVEWAY AND ANCILLARY WORKS PROCESS AND CONSTRUCTION SPECIFICATIONS

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# Technical Specification

## 1. Objective

To ensure uniformity in the design and construction of vehicle crossings and ancillary works in the Hunters Hill local government area so the safety of Pedestrians, Cyclists and convenient vehicular access to and from parking spaces on the property can be provided

## 2. Application of this Specification

This Specification applies to all residential, commercial, and industrial developments either as part of a Development Application (DA) or not, where a formal crossing(s) or cross-over (layback) is proposed.

Driveway crossings applicable to in this Specification, refers to the formal vehicular platform between the kerb line and the property boundary. It does not include access roads, vehicular access within the property boundary, suspended structures and the like, which will be assessed separately on its merits and may require DA approval.

Ancillary works refers to any works other than driveways and laybacks such as footpath construction or reconstruction, pavements, stormwater drainage pits and the like within the road reserve.

A potential applicant is strongly advised to familiarise themselves with:

### **Section 10, Driveway &/or Ancillary Works Application Process; and**

Whilst all requirements outlined in this specification must be complied with, these two sections are critical, and will provide a preliminary indication as to whether a driveway application will be approved. These two sections will also ensure that if all necessary steps are followed, delays will be minimised due to incomplete information or circumstances that cannot satisfy the requirements detailed in this Specification.

## 3. Number of Driveways Permitted

Residential developments are permitted a maximum of one (1) vehicle crossing for vehicle access. A maximum of two (2) crossings may be permitted under the following circumstances:

- The property is a corner block or has the front and rear backing onto a street, where it enjoys access to two (2) or more street frontages;
- The property is a commercial/industrial development where there are currently separate entry and exit points or there are two (2) or more entry levels or multiple ramps;
- Duplexes may be permitted to have two (2) vehicle crossings where the location of the garages or parking spaces within the property does not permit the use of a shared driveway;

Where access is off the same frontage, a minimum gap of 1.0 metre must be provided between driveways to prevent the driveway across the footway to be used as one.

Duplexes and other similar type of development may be permitted to have a single combined driveway. However the maximum width may be assessed as if the site was for a single dwelling, or to a width which would be sufficient to permit only one vehicular movement to enter and exit the site in a forward direction.

Vehicle crossings are to be constructed perpendicular to the kerb line. In special circumstances, to reduce disturbance to traffic flow along a major road, an angled driveway may be permissible subject to the approval of Council's Engineer.

## 4. Location

Vehicle access will not be permitted in the following circumstances:

- To a major road if reasonable access can be gained from another public road of lower classification;
- Opposite or within 6.0 metres of a median opening in a major road;
- Within 25.0 metres of a signalised intersection\*;
- Within 9.0 metres at non-signalised intersections\*;

The above distances are measured perpendicular from the face of the kerb of the intersecting street (prolongation of the kerb line or tangent point if curved).

**\*Note:** Access may be permitted provided that it is safe to do so and that it can be demonstrated to Council's satisfaction that extenuating circumstances exist, for example, where this is the only point where access can be gained. A driveway will not be permitted if the proposed parking space within the property between the boundary and building line is less than 5.5m in length, causing a parked vehicle to encroach onto the footway reserve.

Vehicle access shall be located so that minimum sight distances to cyclist, traffic and pedestrians can be provided. Sight distance to pedestrians & cyclist shall be met by providing clear sight lines in accordance with AS/NZS 2890.1 -2004, Parking Facilities, Part 1: Off-street car parking. Vehicle crossings should also not be located where existing trees or power poles may obstruct sight lines or where it is too close to the root zone of trees. Similarly, the driveways shall not be located too close to power poles where undermining may occur.

Access shall be located so that sight distances are not affected by existing structures such as street trees, earth mounds, bus shelters, and other physical features. Council may not approve the location of such an access if the location will adversely affect sight lines or detracts from the streetscape of the area.

In some circumstances, Council may grant approval for the removal or relocation of these structures, where there is no alternative location. In such a situation, approval must be sought from Council's relevant officers who may include Council's Traffic Engineer, Tree Coordinator and Planners. All costs associated with such work shall be borne by the Owner.

All driveway accesses must be clear of existing stormwater inlet pits. The removal or reduction in the length of the pit lintel or grating is not acceptable, as this would reduce the capacity for stormwater collection. However, excluding existing pits located in a depression (sag), if the hydraulic characteristics of the drainage system are not made less efficient, the relocation of the pit may be permitted. In this circumstance, Council will undertake the works of pit relocation or nominate an approved Contractor. All costs associated with the relocation of the pit shall be borne by the Owner.

Driveways must not be located over or near trees to be retained. The minimum clearance to trees will depend on factors such as the proximity to the trees root zone and sight lines.

## 5. Levels & Gradients

Generally, the absolute maximum longitudinal gradients shall not exceed 25% within the property and 10% in the footway. However if a pedestrian footpath is required, the gradient must not exceed 2.5% (1 in 40) across the footpath.

Changes in gradients shall not exceed 12.5% algebraically (1 in 8) to prevent vehicles scraping or bottoming. Changes in grades in excess of 12.5% will require the introduction of transitions. A transition of 2.0 metres in length will usually be sufficient. Its gradient can be calculated as the algebraic sum of the two adjacent grades.

Compliance shall be met with AS/NZS 2890.1 -2004, Parking Facilities, Part 1: Off-street car parking for general off street parking including maximum gradients of ramps and parking areas.

It is recommended that you engage a suitably qualified person to ensure that proposed design meets Council's criteria.

## 6. Driveway Widths

The width of any crossing to a property must be kept to a minimum. Excessively wide vehicle crossings will:

- Compromise pedestrian safety by encouraging vehicles to cross the footway at greater speeds,
- Minimise the area for pedestrian refuge,
- Detracts from the streetscape by increasing the amount of visible hard paving, and
- Reduces on-street parking.

The following table gives maximum allowable crossing slab widths for various property frontages.

Property Frontage width (m)	Crossing width at the back of the layback* (m)	Boundary alignment (m)
Less than 10.0	3.5	3.5
10.0 to less than 12.0	3.5	4.0
12.0 to less than 15.0	3.5	5.0
15.0 to less than 20.0	3.5 to 4.0	6.0
20.0 to less than 30.0	4.0 to 6.0	7.0
Greater than 30.0	To be assessed by Council's Engineer	

\*Note: The minimum width refers to the crossing slab only and does not include the width of the layback with 0.6 metres wing-walls at each end.

Driveway widths are also shown in the attached drawing, Driveway Widths (section 28.4).

Except for commercial premises, properties requiring two-level entries, or where traffic is heavy (for example, the property frontage to a main road with heavy vehicular traffic movement); the above widths may be increased at the discretion of Council's Engineer.

Wheel strips are not acceptable because they do not provide sufficient protection to the public footway. As a result of constant wearing by vehicular traffic, may cause rutting in the grass verge which compromises the safety of pedestrians using the footway.

## 7. Existing Crossings

Existing crossing slabs and laybacks may be re-utilised if;

- They are in the correct location, set at the correct levels and in reasonable condition, and;
- Its retention is NOT contrary to this Specification.

Otherwise, the crossing and layback must be removed. Where the crossing slab and layback is made redundant, it shall be completely removed and the footway area restored to Council's satisfaction.

Any existing un-used crossing(s) and/or layback(s) must be removed and the kerb and footpath reinstated/restored at the owners expense to the satisfaction of Council's Engineer.

## 8. Driveway Splays in Narrow Roads

The minimum crossing slab width shall be 3.5 metres. However, Council does not encourage the construction of wide crossovers where it is unnecessary as it increases the risk to pedestrians and diminishes the opportunity for on-street parking. In special circumstances, where the road widths are narrow, the extra Driveway Crossing widths may be permitted to prevent vehicles from driving onto the nature-strip or where safer access and egress could be shown.

Vehicle crossings are generally required to be constructed perpendicular to the kerb line. This encourages vehicles to slow down whilst entering properties.

Where the width of the road carriageway is less than 5.5 metres at the driveway entrance, the minimum widths of the vehicular crossing required are given below:

<b>Driveways off narrow streets Carriageway width (m)</b>	<b>Driveway widths needed (m)</b>
5.5	3.5
5.0	4.0
3.5	5.0
3.0	6.0

## 9. Other Applications

### Development Applications (DA's)

Where the driveway forms part of a Development Application (DA), the issuing of a Development Consent does not automatically guarantee approval of the proposed Driveway &/or Ancillary Works in the road reserve. Development Approval constitutes approval within the property boundary ONLY. Approval or refusal of works in the road reserve can only be confirmed when a formal Driveway Application is lodged with Council and a written response is issued by Council's Works & Services department.

### Construction Certificates (CC's) & Complying Development Certificates (CDC's)

Where the driveway forms part of a Complying Development, the issuing of a Complying Development Certificate does not automatically guarantee approval of the proposed Driveway &/or Ancillary Works in the road reserve. The applicant is still required to have received all relevant Council approvals. Approval or refusal of works on Council land in relation to a driveway can only be confirmed when a formal Driveway Application is lodged with Council and a written response is issued by Council's Works & Services department.

## Section 96 Applications

Where the driveway forms part of a Section 96 application, the issuing of Section 96 approval does not automatically guarantee approval of the proposed Driveway &/or Ancillary Works in the road reserve. Section 96 approval constitutes approval within the property boundary ONLY. Approval or refusal of works in the road reserve can only be confirmed when a formal Driveway Application is lodged with Council and a written response is issued by Council's Works & Services department.

If you have already received formal approval for a driveway, and subsequently lodge and receive approval under Section 96 for modification works to your development, it is the applicant's responsibility to notify Council's Works & Services department immediately to ensure the validity of the driveway approval. This is due to the fact that the approved driveway between the property boundary and road reserve may no longer meet Council's Specifications complies with the AS/NZS 2890:1:2004 "Off street parking" code as a result of modifications.

In this circumstance, the applicant may be required to supply additional information that will assist Council's Works & Services department in issuing a new approval. The applicant must receive written approval from Council's Works & Services department before progressing with the driveway.

## Security Deposit

Council also reserves the right to use the security deposit to carry out rectification works resulting from incomplete &/or non-compliant works.

In addition, for Council to be satisfied that informed works have been undertaken to the relevant standards, and that there would be no underlying future rectifications arising from the construction works, Council also reserves the right to hold the applicant's bond for a period of twelve (12) months from the date of notification to the applicant. If this is Council's intent, the applicant will be notified in writing.

## 10. Driveway &/or Ancillary Works Application Process

Council adopts an approval process that the applicant must adhere to in order to seek Driveway & Ancillary Works approval:

Once you have determined the driveway location &/or design in accordance with Council's Driveway & Ancillary Works Construction specification you are required to submit a **Driveway & Ancillary Works Construction by Private Contractor Application**. The purpose of this application is for Council to assess the suitability of the applicants proposed location for Driveway &/or Ancillary works.

Once the Driveway & Ancillary Works Construction by Private Contractor Application approval has been received by the applicant in writing, the applicant should then engage with the Private Contractor nominated on the application to commence works. ***No work shall commence without the written permission from Council.***

## 11. Driveway & Ancillary Works Construction by Private Contractor Application

Prior to the lodgement of the Driveway & Ancillary Works Construction by Private Contractor Application form, please ensure that:

1. You have checked the proposed location of your driveway on site and determined whether it will affect any existing service drainage pits/culverts, street trees etc.
2. If any of the above services/items are affected, you have consulted with Council and/or the relevant utilities provider and approval has been given to remove or relocate the services/item(s). Note: the costs associated with the removal/relocation must be borne by the applicant.
3. The Applicant has read this Specification and is fully aware of any limitations and/or constraints, which may preclude the approval of a driveway;
4. When constructing a new driveway or repairing/reconstructing an existing driveway not using existing levels the Applicant is required to submit a longitudinal profile of proposed driveway(s) complying with the AS/NZS 2890:1:2004 "Off street parking" code to Council to review (Section 28). This is required where the applicant is requesting to construct a new driveway crossover or reconstruct an existing driveway crossover that will not use the existing levels; i.e. scraping issues. You may need to consult with an architect or engineer to provide you with the required driveway levels and design.
5. In exceptional circumstances, e.g. due to omission of information on the part of the applicant and notwithstanding Section 2 above, Council may consider that the construction of a driveway at the proposed location or site is inappropriate or impractical. The Applicant will then be advised accordingly in writing.

## 12. Persons who can construct the Driveway

Vehicle crossings can be constructed by either Council directly or a Council approved Contractor, to ensure that construction is to an acceptable standard and uniformity.

The applicant may appoint their own contractor to carry out works by completing and submitting a Driveway and Ancillary Works Construction by Private Contractor application form.

However, to ensure that the quality of the work is maintained and public safety is not compromised, the nominated Contractor must have experience in concrete works especially in the construction of vehicle crossings with appropriate Public Liability insurance cover.

A Contractor, nominated by the Property Owner, may be eligible to carry out the works provided that:

- A copy of the Certificate of Currency for Public Liability insurance is provided to Council. The insurance cover shall be for a sum not less than \$A20,000,000 for a period of six (6) months, and nominating on the policy the Hunters Hill Council as indemnifying them against public



risk claims, arising during the construction of the crossing or as a result of the construction of the crossing;

- A copy of the Contractor's current and valid Concreter License;
- Traffic Control Plan for all "Collector Road" status or higher. The Traffic Control Plan MUST be certified by a suitably qualified RMS ticket holder.
- All required inspection fees, must be paid at the time of submission of the Construction by Private Contractor Application, and prior to any works commencing. These fees are in line with Council's fees and charges and are non-refundable. This fee applies to each driveway applied for per property.
- A bond, as set down in Council's Fees and Charges lodged prior to any works commencing. This bond is refundable upon satisfactory completion of the works, at the discretion of Council's Engineer. Council will hold your bond until all works have been completed.
- If all of the above requirements are not satisfied, the application may be rejected and a further fee, as set down in Council's Fees and Charges will be required before reconsideration.

### 13. Supervision

Works are to be carried out in accordance with this specification and relevant standards.

No work is to be carried out except under the supervision and approval of Council's Engineer.

Council's Engineer shall meet with the nominated Contractor/Owner to carry out mandatory inspections for the purpose of:

- **Pre-Excavation inspection** - at least forty-eight (48) hours' notice must be given
- **Formwork inspection** - at least forty-eight (48) hours' notice must be given for checking timbering for alignment, level and stability and subgrade preparation.
- **Final inspection** - the Owner or Contractor shall notify Council's Engineer for a Final inspection once the concrete has been poured and finished, formwork removed and area restored. At least forty-eight (48) hours' notice must be given.
- To request an inspection time, contact Council's Customer Service Section on 9879 9400. The request will be passed onto Council's Works & Services Department who will then confirm your appointment time.

If more inspections are required above the mandatory inspections due to any omission or unsatisfactory work, including the storage of materials, insufficient barricading and site safety, on the part of the applicant or contractor, Council reserves the right to recover the cost of additional inspections or remedial actions that it may take from the applicant, as per Council's Fees and Charges.

### 14. Alteration to Utility Services

Any alteration, which may be necessary, for the construction of the vehicle crossing, to any water, sewer, gas, electricity, telecommunication, stormwater system, and other utility services is to be arranged by the contractor with the relevant utility authority.

The protective boxes over any hydrant, gas cocks, stop valves, sewer lines, and the like shall be adjusted by the contractor, in consultation with the relevant utility authority, so that they are flush with the finished surface. The contractor is responsible for the physical location of all utility services

likely to affect the proposed works. The contractor is liable for any damage to service utilities. The contractor is required to contact 'Dial Before You Dig' (DBYD) (ph 1100) before any work commences.

Any cost incurred as part of the adjustment will be borne by the applicant. Where an existing or proposed stormwater pipe traverses the proposed driveway crossing, and there is insufficient cover over the pipe, the section of pipe shall be converted to a galvanised steel 200 x 100 x 6 rectangular hollow section (RHS) across the footpath, to achieve adequate cover. Alternatively, relocate the pipe, where possible, away from the driveway.

## 15. Provision for Traffic

The contractor is responsible for the safe passage of pedestrian and vehicular traffic. During the progress of the works, all necessary warning notices, barricades and lights must be installed, in accordance with AS1742.3 - 1996, traffic control devices for works on roads.

Where the works require traffic control, the contractor will be responsible for appropriate traffic control devices being put in place, including necessary lamp signage, maintenance and the like in accordance with AS1742.3 – 1996. Council Officers may, if deemed necessary, stop the work from proceeding and refer the matter to Council's Rangers to enforce and Infringement Notice.

Where works are to be carried out on roads of a "Collector Road" status or higher, and obstruction to traffic is unavoidable, a Traffic Control Plan must be submitted with the application to Council, endorsed by the Police and relevant authorities e.g. RTA, for approval. This plan is to be prepared in compliance with AS1742.3. A minimum notification period not less than ten (10) working days shall be provided prior to the commencement of works. If RMS approval is required, the RMS will issue a Road Occupancy Licence (ROL), which will detail the hours during which such work may occur.

These ancillaries should be included in the total cost towards the works.

## 16. Proposed Road Design Affecting Driveway Levels

Where a proposed design has been prepared by Council to alter the carriageway and footpath fronting the property concerned, the work shall be done in conformity with the proposed design. Information for this purpose can be found online.

Where Council has a proposal to modify the area at the front of the property but a proposed design has not yet been prepared, the work shall be set out in accordance with the best available information and in accordance with this specification and any relevant standards. This should be done on the understanding that if Council should carry out future construction works to a proposed design, which may involve the alteration to part or whole of any of the constructed work, then the usual contribution which would be payable had no work been carried out, will be levied. This must be paid by the property owner, in accordance with the Roads Act, at the time when the Council proposed works are to be carried out.

## 17. Public Safety

The contractor shall be liable for any accident, damage or injury to persons or property resulting from the work. In this regard, the Contractor must have appropriate and current public liability insurance to this effect.

## 18. Compliance with other Acts

Works shall be carried out in compliance with The Clean Waters Act, The Roads Act, The Motor Traffic Act and the Occupational Health and Safety Act, and any other Acts as deemed relevant.

## 19. Hours of Construction/Demolition

The hours of construction/demolition shall be restricted to 7.00am to 5.00pm, Mondays to Fridays and 8.00am to 1.00pm Saturdays, with a total exclusion of work on Sundays and Public Holidays. The only exception to these hours is where a ROL is issued by the RMS that specifies work hours outside of the times specified above.

Note: The Protection of the Environment Operations Act 1997 may preclude the operation of some equipment on site during these permitted working hours.

## 20. Preparation & Excavation

The Contractor shall excavate to the full depth required for the specified thickness of the proposed crossing slab.

In rock, clay or unstable foundation material, additional excavation shall be carried out and a sub-base of sand, or other approved material, to a minimum depth of 75mm consolidated thickness, shall be provided.

The sub-grade or sub-base shall be adequately compacted to the required minimum depth of 150mm to the following requirements:

- Sands - density index of 70% in accordance with AS 1289.E3.1 where the compaction test is in accordance with AS 1289.E5.1.
- Material other than sand - dry density rates in accordance with AS 1289.E4.1 of more than 98% where the compaction test is in accordance with AS 1289.E1.1 (standard).

The surface adjacent to the proposed driveway shall be trimmed to conform generally thereto to the levels and crossfall similar to the adjoining area, unless otherwise instructed by Council's Engineer. This shall include lifting and resetting footpath lawns where necessary.

It is also the responsibility of the applicant to ensure that new lawns are watered and maintained to avoid grass dying off.

## 21. Minimum Slab Thickness

All work is to be carried out in accordance with Council's standard details, where applicable, and this Specification. Gutters and gutter crossings (laybacks) shall have a minimum uniform thickness of 150mm (or 180mm for commercial and industrial sites).

The crossing slab thickness shall be a minimum of:

- 125mm with SL72 fabric - for residential developments; and
- 200mm with two layers of SL72 fabric - for commercial and industrial developments;
- Concrete paths shall be a minimum of 75mm in thickness to match existing pathways unless directed otherwise by Council's Engineer.

## 22. Material

All vehicle crossing slabs and laybacks are to be constructed in plain concrete with a minimum compressive strength of 32MPa at 28 days.

Ready mixed concrete conforming to AS1379-1973 shall be used. The Contractor is to arrange for certificates by the manufacturer to be given for all concrete delivered and shall be able to produce these to Council's Engineer upon request.

Construction of driveways, within the road reserve, using brick pavers, coloured, stained, stamped or patterned concrete, pebblecrete, or any other cosmetic material other than plain concrete will no longer be approved.

Where filling under the proposed concrete is necessary, such filling shall consist of granular material of maximum size of 40mm and shall be spread in layers of a maximum thickness of 150mm and consolidated to provide a 98% compaction when tested under the Modified Proctor Method.

## 23. Expansion & Construction Joints

Construction and expansion joints shall be provided to the full depth of the slab, at each side of the slab, as shown on the approved plans, where required or as directed by Council's Engineer. The joint shall be filled with a 10mm thick bitumen impregnated material such as a compressible mastic board. Other types of jointing material can only be used at the approval of Council's Engineer. Expansion joints shall separate the concrete apron from the driveway area that it adjoins, that is, in the line with the leading edge of the path.

Concrete footpaths of a minimum standard width of 1.2 metres, shall have expansion joints every 6.0 metres with dummy (tooled) joints to match existing pathways or at 1.2 metre intervals, unless specified otherwise by Council's Engineer. Generally dummy (tooled) joint spacings should match the adjoining pavement. For large area replacements, the width of the approved path shall be the spacing of the dummy (tooled) joints.

## 24. Finish

Council will only allow standard plain concrete finishes to vehicle crossings. Brick-pavers, stamped or patterned finish will not be accepted. The concrete surface shall be finished true and even, free from air and stone pockets, depressions and projections. The concrete shall be tamped and screeded to the correct surface levels and shall be given an even non-skid finish. The crossings are to be "Cove" finished. The path section behind the apron shall also be "Cove" finished across the path. All edges of the slab shall be rounded with a 50mm edging tool.

In general, driveways should have a slip resistance appropriate for the pavement slopes in accordance with AS3600.

## 25. Ancillary Works

Ancillary Works includes other infrastructure located in the public domain. This includes, but is not restricted to, items such as:

- Footpaths;
- Kerb & gutter;
- Pram ramps;
- Drainage pits and lintels;

- Drainage pipes
- Traffic islands;
- Road pavement.

Council's design requirements for the above categories shall be provided on request. Dilapidation Reports shall note the condition of any surrounding infrastructure to ensure liability issues are addressed prior to commencement of any works. Any rectification required shall be in accordance with Council's design standards.

## 26. Final Approval

Council will notify the owner in writing of the Final Approval of the work. Any defects found during the Final Inspection must be remedied. This is the responsibility of the owner and therefore it is advised that final payment will not be made to the Contractor until such approval has been received.

Once the driveway is completed and Council is satisfied with the works, a refund of the crossing bond will be arranged.

## 27. Compliance

### Compliance with this Specification

Failure to comply with this specification may result in the refusal. In the case of an illegally constructed or non-complying constructed driveway, Council will reinstate the area and all costs associated with the restoration will be recovered by Council, through the deduction of the security deposit held by Council.

### Illegal/Unauthorised Works

Failure to obtain approval from Civil Infrastructure Department and commencing works without written approval may result in the following actions:

- Applicant to be issued with a penalty infringement &/or 'Stop Work' notice.
- Illegal works to be demolished and area restored
- Non-certification of the works
- An amount to be deducted from the Security Deposit for costs that would have been incurred in assessing and processing the Application, and conducting inspections to assess the illegal / unauthorised work.
- An amount to be deducted from the Security Deposit incurred by Council to rectify the works.

Council also reserves the right to use the security deposit to carry out rectification works resulting from incomplete &/or non-compliant works. Council may request that the applicant provide, at their cost, a compliance certificate from a suitably Qualified Engineer, with Corporate Membership standing in the Institution of Engineers, Australia, and registered on the National Professional Engineers Register (NPER) under the appropriate professional category, certifying that the Driveway &/or Ancillary Works complies with AS/NZS2890.1:2004

**GENERAL NOTE:**

ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH HUNTERS HILL COUNCIL'S CIVIL CONSTRUCTION SPECIFICATION AND TO THE SATISFACTION OF COUNCIL ENGINEER

**PUBLIC UTILITIES:**

ALL PUBLIC UTILITIES ARE TO BE CLEARLY IDENTIFIED IN THE FIELD PRIOR TO ANY CIVIL WORKS. COUNCIL DOES NOT ACCEPT ANY RESPONSIBILITY FOR DAMAGE OR RELOCATION COSTS TO PUBLIC UTILITIES DURING CONSTRUCTION

**NOTIFICATION:**

HUNTERS HILL COUNCIL IS TO BE NOTIFIED 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY WORKS - COUNCIL NUMBER - 9879 9400

THE DEVELOPER IS RESPONSIBLE FOR ONGOING MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES

THE RECTIFICATION OF ALL MATTERS ARISING FROM INSUFFICIENT INFORMATION BEING SHOWN ON THE SUBMITTED PLANS IS TO BE CARRIED OUT TO THE ENGINEER'S SATISFACTION

THESE PLANS ARE TO BE READ IN CONJUNCTION WITH THE CONDITIONS STATED IN HUNTERS HILL COUNCIL'S ENGINEERING PLAN APPROVAL CORRESPONDENCE, AND THE CONDITIONS OF THE DEVELOPMENT CONSENT

**NOTE:**

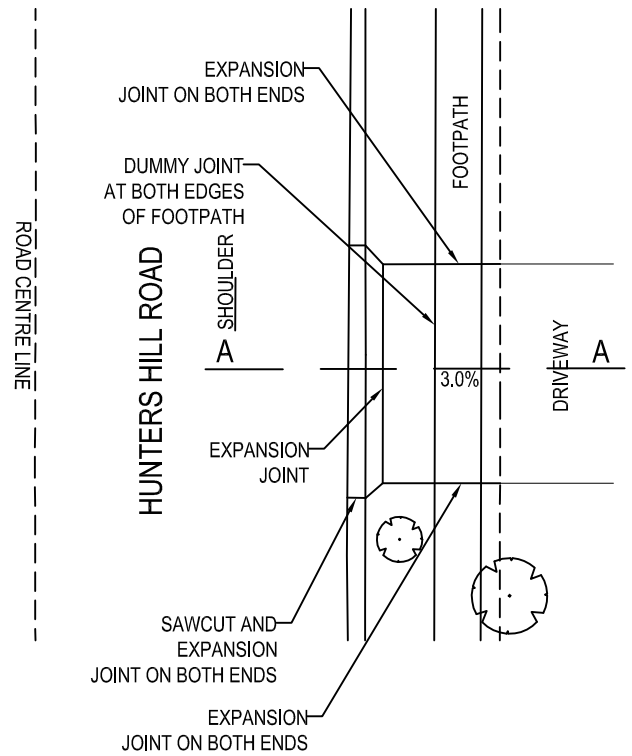
PROPOSED DRIVEWAY FROM ROAD TO GARAGE SHOULD BE ACCORDANCE WITH AS2890 SECTION 2.6(DESIGN OF DOMESTIC DRIVEWAY)

**NOTE:**

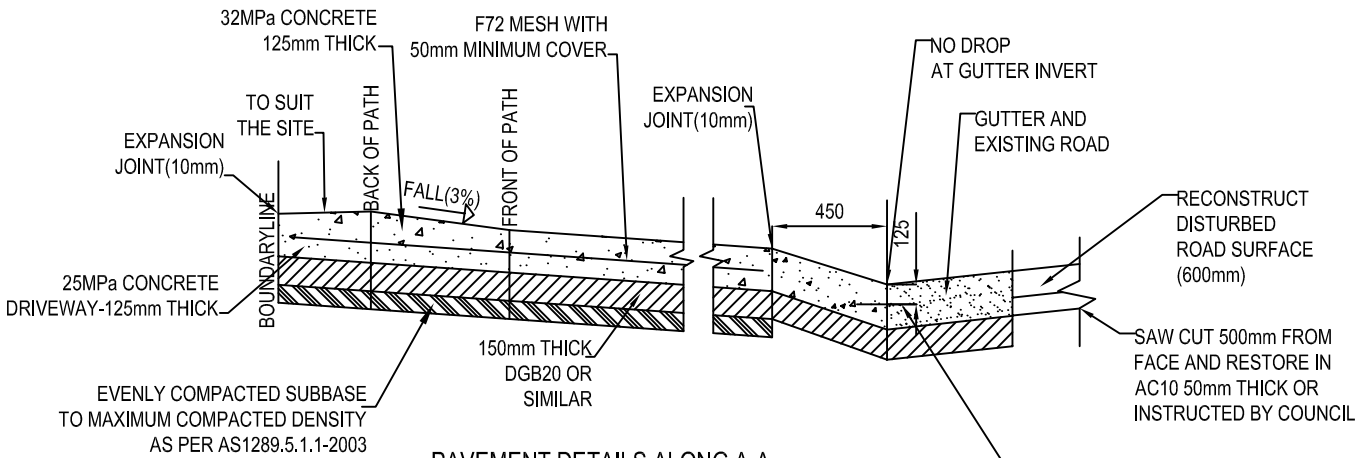
ALL INSPECTION OPENINGS, UTILITY SERVICES MUST BE ADJUSTED TO MATCH THE PROPOSED DRIVEWAY LEVELS AND LOCATION

**NOTE:**

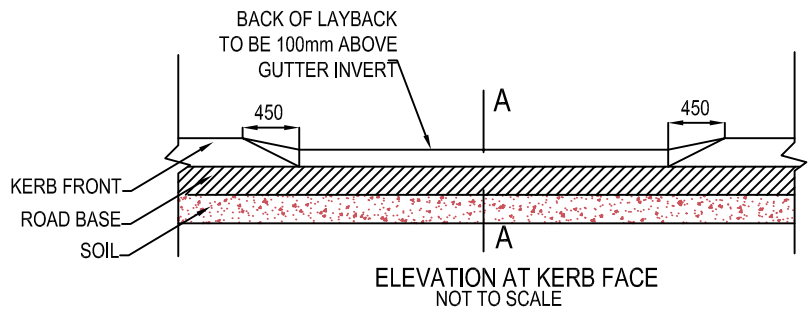
REFER COUNCIL'S GUIDELINES AND SPECIFICATIONS FOR DRIVEWAY AND FOOTPATH FOR MORE DETAILS



PLAN OF PROPOSED DRIVEWAY NOT TO SCALE



PAVEMENT DETAILS ALONG A-A NOT TO SCALE



ELEVATION AT KERB FACE NOT TO SCALE

ALL DEMOLITION OF ANY STRUCTURES SHOULD SATISFY AS 2601-1991

REMOVAL OF TREES SUBJECT TO COUNCIL APPROVAL

EXISTING FOOTPATH AROUND NEW DRIVEWAY TO BE RECONSTRUCTED AS SATISFYING COUNCIL

**NOTE:**  
EXISTING ASSETS ON PUBLIC PATHWAY IN BOTH SIDES OF PROPOSED DRIVEWAY TO BE ADJUSTED IF REQUIRED BY COUNCIL ENGINEER

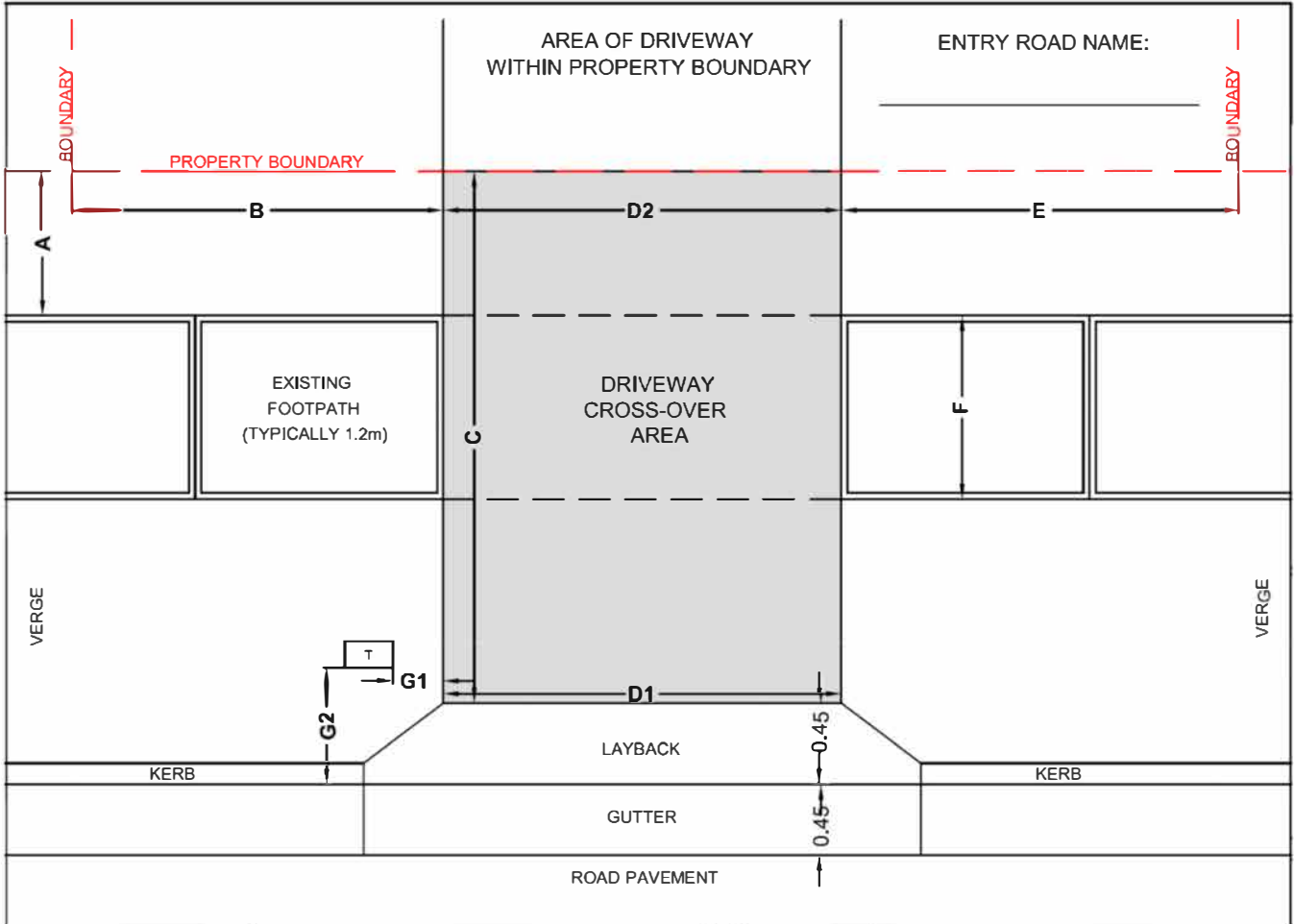
1	24/03/17	DRIVEWAY PLAN, SECTION AND SPECIFICATIONS
ISSUE:	DATE:	REVISIONS
TITLE:	APPROVED BY: DHRUBA BOWMIK	
DRIVEWAY	DESIGNED BY: MARAN MUTHIAH	
	SCALE: AS NOTED	
	DRAWING No: DW001-2017 V1	SHEET No: 01 OF 1



HUNTERS HILL COUNCIL  
TOWN HALL  
ALEXANDRA STREET  
HUNTERS HILL

# DIAGRAM - PLAN OF TYPICAL DRIVEWAY

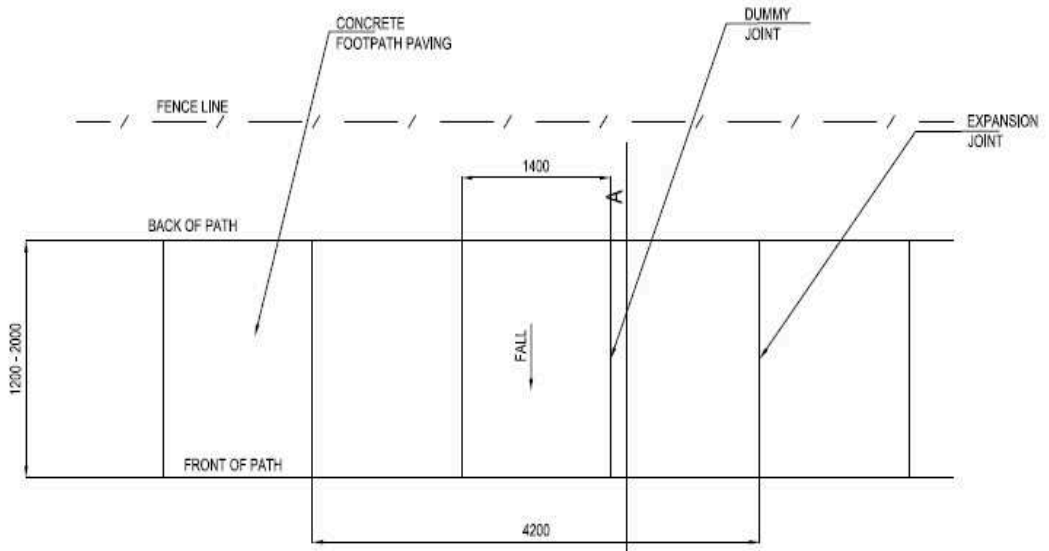
INDICATE AND PROVIDE DISTANCES FOR ANY OBSTACLES IN PROXIMITY TO THE DRIVEWAY AND FOOTPATH SUCH AS TREES, POWER POLES, PITS, SERVICES, LOCATION OF STORMWATER KERB OUTLET, ETC ON THE DIAGRAM & CORRESPONDING TABLE BELOW. TREES AND POWER POLES ARE TO BE MEASURED FROM THE CLOSEST SIDE TO THE DRIVEWAY. YOU MUST COMPLETE A SEPARATE PLAN FOR EACH DRIVEWAY THAT YOU ARE APPLYING FOR.



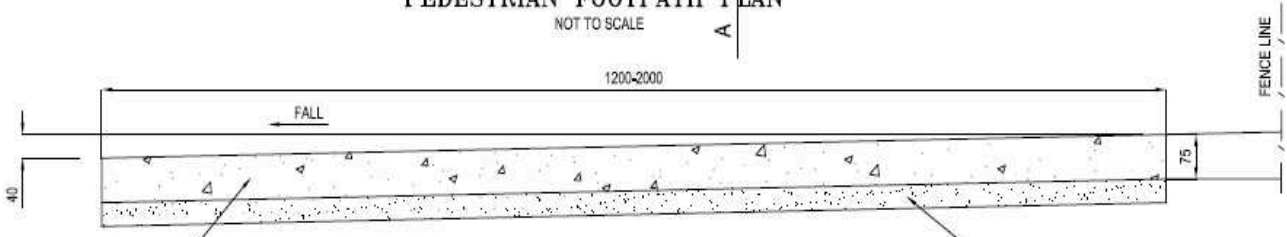
WIDTH OF PROPERTY FRONTAGE (METRES)	MAXIMUM ALLOWABLE WIDTH OF THE DRIVEWAY	
	BACK OF LAYBACK (D1)	AT BOUNDARY (D2)
LESS THAN 10m	3.5m	3.5m
10m TO LESS THAN 12m	3.5m	4.0m
12m TO LESS THAN 15m	3.5m	5.0m
15m TO LESS THAN 20m	3.5m TO 4.0m	6.0m
20 m TO LESS THAN 30m	4.0m TO 6.0m	7.0m
GREATER THAN 30m	TO BE ASSESSED BY COUNCIL	

LEGEND	MARK LOCATION AND DISTANCE FROM PROPOSED DRIVEWAY (IN METRES)
	POWER POLE / LIGHT POLE / POST
	TREE
	PIT (WITH LABELLED IDENTIFICATION) (T = TELECOM, G = GAS, SV = STOP VALVE)

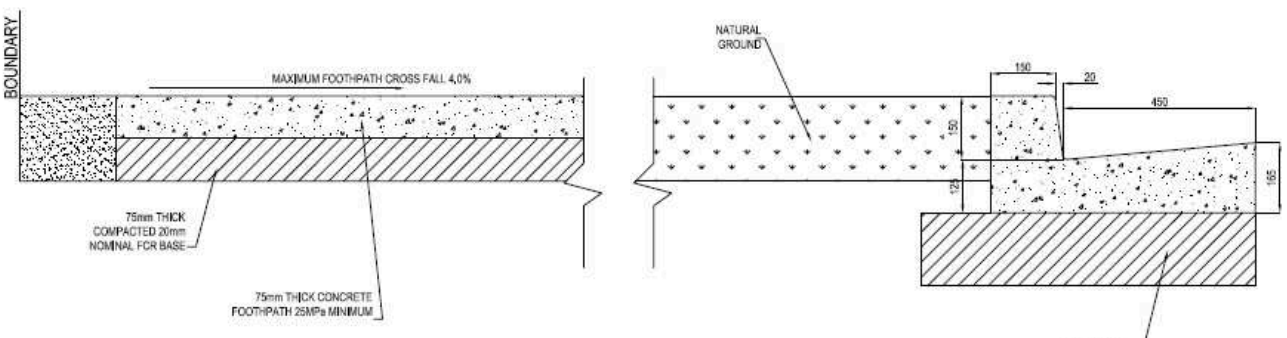
ID	DESCRIPTION	METRES	ID	DESCRIPTION	METRES
A	DISTANCE FROM NEARSIDE PROPERTY BOUNDARY TO EXISTING FOOTPATH		G1	DISTANCES FROM PROPOSED DRIVEWAY/KERB TO SERVICE; T = TELECOM (EXAMPLE ONLY)	
			G2		
B	DISTANCE FROM NEARSIDE PROPERTY BOUNDARY TO PROPOSED DRIVEWAY		H1	DISTANCES FROM PROPOSED DRIVEWAY/KERB TO SERVICE; SV = STOP VALVE	
			H2		
C	LENGTH OF DRIVEWAY		I1	DISTANCES FROM PROPOSED DRIVEWAY/KERB TO SERVICE; S = SEWER	
			I2		
D1	WIDTH OF DRIVEWAY - REFER TO ABOVE TABLE AS PER COUNCIL'S SPECIFICATION		J1	DISTANCES FROM PROPOSED DRIVEWAY/KERB TO TREE	
D2			J2		
E	DISTANCE FROM FAR SIDE PROPERTY BOUNDARY TO PROPOSED DRIVEWAY		K1		
			K2		
F	WIDTH OF EXISTING FOOTPATH		L1		
			L2		



**PEDESTRIAN FOOTPATH PLAN**  
NOT TO SCALE



**CROSS SECTION A-A**  
NOT TO SCALE



**FOOTPATH AND KERB/GUTTER DETAILS ALONG A-A**  
NOT TO SCALE